

**THE RELIEF OF FULTON-ST.
IS THE FLATBUSH-AVE EXTENSION PRACTICABLE?**

THE QUESTION OF COST A SERIOUS OBSTACLE—ONE WAY SUGGESTED FOR GETTING THAT OBSTACLE REMOVED—SPECIAL LEGISLATION WILL BE NEEDED.

The committee appointed by Mayor Schieren to consider the extension of Flatbush-ave., or, rather, the entire question of the relief of Fulton-st., in Brooklyn, wasted no time about its work, although it was compelled to listen to a variety of suggestions and recommendations of little value if not indeed, utterly absurd. This was, perhaps, inevitable, since the committee held open sessions and invited the great public to come and express their opinions freely. The question of the cost of the improvement was gone into thoroughly. More time than the public generally is aware was spent by subordinates in the Department of Assessment upon this branch of the inquiry. All the information obtainable was secured and put in convenient shape for the examination of the committee. In fact, a good deal of work in this direction was done before the committee was named, and was in readiness for its use.

There is a strong feeling in Brooklyn in favor of better means of communication with the Bridge from about the point where Flatbush-ave. and Fulton-st. come together, and a good many people believe that it would be exceedingly wise if the plan of extending Flatbush-ave. to the Bridge had been carried out when it was seriously talked of during the administration of Mayor Low. In connection with the plan, another suggestion made by Mr. Low later might well have been carried into effect. That was to provide room for the storage of the Bridge cars, etc., not by extending the Bridge structure toward the City Hall, but by turning to the left instead of to the right at Santos-st., and building a storage yard on the east side of Washington-st. This land could have been obtained for much less money than has been paid for that along Washington-st., and the storage tracks might have been run far eastward as necessary, even to the Navy Yard. Municipal foresight, however, has never been over-developed in Brooklyn.

"A good thing, but Brooklyn cannot afford it," seems to be a general verdict as regards the recommendations of the Flatbush Avenue Extension Committee. The committee by a large majority favors the direct plan—that is, the extension of Flatbush-ave. in a straight line to the Bridge terminus. This is the common-sense view to take of the subject. The alternative plan, an extension running in the main parallel with Fulton-st., at a distance of 300 feet to the northward, would involve just about the same cost, and would not solve the problems to be met in so satisfactory a manner.

The opinion of a well-known city official who has given considerable attention to this matter are worth quoting, as showing what impression the report of the committee has produced. "I am afraid," said he, "that nothing will come of it. The members of the committee, in having a committee of intelligent disinterested and public-spirited gentlemen inquire into the question, and the committee does its work thoroughly, and with great care, does not do justice to the case. Brooklyn has the sole fault in that Brooklyn cannot afford to undertake this work at the present time, as many people regard it. There are other important considerations of equal importance. Take, for instance, water supply and sewers. These things are absolutely essential—nobody can deny that. Not only is it truthfully said that the Flatbush-ave. extension is a necessity. It is desirable, I grant you, but it is something that Brooklyn can get along without."

"People talk about the over crowding of Fulton-st., and the large number of trolley cars that block up the street. Why are the trolley cars there? Simply because people want to go there, for shopping, or other purposes. Of course, there are a number who simply wish to get up and down Fulton-st., but the way to do this from New York is to have a comparatively long stretch of the road, only one hundred different shapes and flats—regular streets—regular until to-day, \$1.25 to \$1.75 each—reduced to 25, 35 and 75 cents each.

French Cut Jet Bonnets.

50 dozen newest and latest shapes in Cut Jet Bonnets, all French styles, and the correct things for evening, dress bonnet, plain jet, jet with steel, and jet with gold, every one new, newest designs and most desirable designs, 75 cts.; were \$1.00.

All wool Jacquard Fancy Weaves, newest cuttings and most desirable designs, 75 cts.; were \$1.00.

High-grade Novelty Mixtures of French and German manufacture, just placed in stock, 69 cts.; were \$1.00.

Smooth finished Suitings in imported Casket Cloth, Melton, Tweeds, Matted Corkscrews, etc., 98 cts.; were \$1.50.

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3,000 yards Fancy Crepes and Chiffons, in all shades, 69 cent quality, at 39 cts. per yard.

1,000 yards Crinkle Mousseline Crepes and Chiffons, \$1.25 quality, at 89 cts. per yard.

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PASSEMENTERIES And Fur Trimmings.

125 pieces fine quality Paris made Jet Gimp—usually sold at \$2.50, \$5.00, \$7.50, \$10.00 and \$15.00 our prices \$1.25 to \$25 per yard.

French Bead Trimming, 1 inch back, satin lined, 25 cts. per yard, instead of 59 cts.

Extra reversible brown Coney Band Trimming, regular 75 cent quality, at 39 cts. per yard.

American Sable, \$1.25, instead of \$1.75 per yard.

Fur and Jet Combinations, at 25, 35, 39, 45, 59, 75, 98 cts. and \$1.25 per yard.

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Ladies' Flannel House Waists, black, cardinal and navy, trimmed with braid, \$1.58 and \$1.98, regular prices, \$2.50 and \$3.00.

150 assorted Silk Waists, including the new effects, striped and plain, draped velvet or Chiffon collar, \$1.88 each; regular prices, \$6.00 and \$7.50.

Extra quality Satin Skirts, umbrella shape, double ruffle, \$1.10.

Cloth Skirts, deep flounce, navy, brown and black, \$1.48, regular price, \$2.75.

25 Muslin Night Dresses, 2 styles, one solid tucking and embroidered edge, the other yoke trimmed with insertion, 35 cts. each, instead of 85 cts.

50 dozen fine Lawn Aprons, with neat hemstitch hem, 15 cts. each, instead of 25 cts.

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The following are some of our special reductions:

All upholstered Parlor Suit, 3 pieces in fine brocatelle trimmed with double fringe, reduced from \$30.00 to \$25.00.

All-upholstered Parlor Suit, 3 pieces in fine brocatelle, trimmed with double fringe, reduced from \$140.00 to \$120.00.

All-upholstered Parlor Suit, 3 pieces in silk damask, trimmed with double silk fringe, reduced from \$165.00 to \$125.00.

Large all-upholstered Turkish Parlor Suit, 4 pieces in silk damask, trimmed with double silk fringe, reduced from \$270.00 to \$180.00.

THE BROOKLYN TABERNACLE RUINS.

AN EYESORE THAT NEEDS TO BE REMOVED—DANGEROUS SIDEWALKS—WILL ANOTHER TABERNACLE BE BUILT?

The order of the Commissioner of Buildings to tear down the walls of the burned Brooklyn Tabernacle has not been issued too soon. The ruins of the Tabernacle and the Hotel Regent alongside have been standing for nearly six months. The adjustment of the insurance claims was a reason for leaving them some time, but that reason no longer has weight. It is time that these eyesores were removed from a prominent corner on the most fashionable street of Brooklyn. It is said that the ruined walls are a menace to the safety of persons passing by. If that is so, it must have been the case all along, for there has been no change in the character of the broken walls and tower, save such as the elements have caused since last May.

Another thing which deserves attention is the condition of the sidewalks around the old Tabernacle. These are badly broken and should be repaired without delay. The one in Clinton-ave. is constantly used by thousands of persons, although an eight foot wide walk is not allowed to remain on a level street for half a year, no credit is to whoever is responsible for it.

It is a noteworthy coincidence that the order for the removal of the Tabernacle ruins comes almost simultaneously with the return of Dr. Talmage from his trip around the world, and the question is now naturally raised, Will there be another Tabernacle built in Brooklyn? Apparently the prospects of a renewal of the Tabernacle enterprise are not bright. The Tabernacle Sunday-school is carried on in the Poor School, the few rods away from the site of the burned church, but the congregation has had no visible existence during the absence of Dr. Talmage. There are talk from time to time on the part of his friends that the ministry of the era of the old Tabernacle, but that fair, were he not having substantial at the cash end. Certainly no one can wish to see a repetition of the experience of the church in the Tabernacle days, and the late Dr. Talmage himself has stated in the most positive terms that he will never undertake the building of another church entity until he has the money in hand to pay for it.

Those living in Clinton-ave. have not put on mourning because of the destruction of the Tabernacle at the corner of Greene-ave. They did not want it, and it was a nuisance, but it was a nuisance in a smoke. As for the persons financially interested in the Hotel Regent, it is understood that the fire was a godsend to them, since the enterprise was far from paying off, and had been operating in fact a losing venture. Accordingly, they welcomed the destruction of the hotel and counted themselves lucky in getting out whole and paid off the insurance money.

What the future of the site of the burned Tabernacle will be cannot now be determined, but most probably one or two handsome apartment houses will be built there. The entire property would make a fine site for a large apartment house of attractive grounds. The only drawback, if it really is a drawback, is the nearness of the trolley cars running in Greene-ave.

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